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NOMINATION—FMC

HEARING

BEFORE THE

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION UNITED STATES SENATE

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

ON

NOMINATIONS

JUNE 14, 1990

MING CHEN HSU, TO BE A MEMBER, FEDERAL MARITIME COMMISSION

Printed for the use of the
Committee on Commerce, Science, and Transportation

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NOMINATION—FMC

THURSDAY, JUNE 14, 1990

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
Washington, DC.

The committee met, pursuant to notice, at 3:13 p.m., in room SR-253, Russell Senate Office Building, Hon. John B. Breaux, presiding.

Staff members assigned to this hearing: Hal Creel, staff counsel, and Ruth Johnson, minority professional staff member.

OPENING STATEMENT BY SENATOR BREAUX

Senator BREAUX. The committee will please come to order.

This afternoon we are delighted to have a hearing to discuss the confirmation of the nomination of Ms. Hsu for a position on the Federal Maritime Commission. This will fill all vacancies on the Commission, and I am delighted with the information that I have received on Ms. Hsu for a recommendation to this very important position. We are delighted to hear from her.

Before we do that, I would ask my distinguished colleague from South Dakota if he has any comments that he would like to make at this point.

OPENING STATEMENT BY SENATOR PRESSLER

Senator PRESSLER. I join in those remarks, and I think that of all the résumés I have seen of nominees, this is one of the best.

We are lucky to be getting you in the Federal service to work on the issues of public administration and public policy. I think it is hard to get people of your quality in government, and we are very lucky.

Let me also apologize. I am going to have to move along to another meeting shortly. I will listen to as much as I can.

I just wanted to express my support and how pleased I am with this nomination.

Senator BREAUX. Thank you, Senator.

I have an opening statement that Senator Hollings would like to have included in the record.

[The statement follows:]

OPENING STATEMENT BY THE CHAIRMAN

The purpose of this hearing before the full Committee today is to consider the nomination of Ms. Ming Hsu as a Commissioner at the Federal Maritime Commission (FMC).

The FMC is charged with the administration of the regulatory provisions of the shipping laws. As an independent regulatory commission, the FMC plays a vital role in the domestic and foreign trade of the United States.

As the entity responsibile for the regulation of the oceanborne transportation in the foreign commerce of the United States, the FMC is responsible for ensuring that such trade is conducted fairly and that it is not burdened by non-market barriers to ocean shipping. The FMC is authorized to take action and impose sanctions to correct unfavorable shipping conditions in the U.S. foreign commerce. The FMC is also responsible for regulating rates, tariffs and protecting against unduly discriminatory practices of ocean common carriers in the domestic offshore trades of the United States.

I commend the FMC for the job it has done through its enforcement of the laws and the imposition of sanctions, and I challenge the Commission to continue in its efforts to provide fair trading opportunities to U.S. flag vessels. If confirmed, Ms. Hsu will bring considerable knowledge to the area of international trade that should be of great value to the FMC during this time of dramatically changing world economic conditions.

I look forward to hearing Ms. Hsu's views on these important responsibilities of the FMC and the world trade issues which we face today.

Senator BREAUX. To present our nominee to the Committee, we are very pleased to have our colleague from New Jersey, Senator Bradley.

Bill.

STATEMENT OF HON. BILL BRADLEY, U.S. SENATOR FROM NEW JERSEY

Senator BRADLEY. Thank you very much, Mr. Chairman, for the opportunity to introduce to you today Ms. Ming Hsu, who has been nominated to the Federal Maritime Commission.

I have known Ming Hsu for a number of years and I have no doubt after the Members of this Committee get to know her, they will understand why the President, who is also among Ming's many friends, thought of her immediately when a vacancy opened on this important Commission.

Ming Hsu has had an excellent record during her eight years as Director of the New Jersey Commerce Department's Division on International Trade. Her efforts to attract investment and jobs to New Jersey brought more than 1,300 companies to the State from 48 different countries. These businesses employ about 180,000 New Jersey residents.

When Ming Hsu first went to work in the State government, she found that Lucky Goldstar, the huge Korean electronics firm, had considered opening a plant in New Jersey, but eventually picked another location. Where some people might simply have shrugged and accepted that New Jersey did not offer what the company was looking for, Ming Hsu concluded that a good sales pitch could persuade any company to choose New Jersey.

When Goldstar's Korean rival, Samsung, began to look for a U.S. location, Ming visited the company's management in Korea and here, and, after much hard work, she convinced the company to open its first manufacturing operation in the United States in Ledgewood, New Jersey, where, even today, 350 people are employed in that plant.

Mr. Chairman, Ming Hsu's life has been filled with challenges. Born in Beijing to a prestigious family, her life was shattered when she was 12 by the Japanese invasion of China. From town to town her family kept moving, one step ahead of the Japanese. Her uncle

and her father were captured. Finally, traveling alone in 1944, Ming Hsu made it to the United States, the only civilian woman allowed to leave China at the height of World War II.

After studying at Barnard College, she graduated Summa Cum Laude from George Washington University. But after she was admitted to the Fletcher School of Diplomacy at Tufts, the school changed its mind and rejected her, specifically because she was a woman, foreign-born, and not yet a citizen.

Hired by NBC as a researcher—she was qualified for the News Department, but they didn't hire women at that time—Ming Hsu quickly ascended into the corporate ranks of the parent company, RCA. In 1978, she became the second female vice president in RCA's history, responsible for the company's international trade, an enormous responsibility.

Just four years later, after she took on this enormous corporate responsibility, Ming Hsu gave up a high paying corporate job to serve the State of New Jersey, just as today she has set aside her plans to start a trade consulting company with, obviously, large dollars, in order to serve the Nation.

Her explanation for doing this is especially relevant today as the world seeks to emulate our democracy. Ming Hsu said, "Coming from a world where people literally kill each other for a chance to vote, it startled me that Americans refuse to get involved in governing themselves."

So, Mr. Chairman, Ming Hsu brings the best of intentions, an unequaled record, a commitment as deep as anyone in government. And, Mr. Chairman, I am confident that we can look forward to outstanding service from Ming Hsu as a Federal Maritime Commissioner.

It is my pleasure to introduce her to the Committee and, hopefully, to welcome her to Federal service.

Senator BREAUX. Thank you very much, Senator Bradley. That was an excellent summary and we are deeply appreciative of you taking the time to present Ms. Hsu to the Committee.

Ms. Hsu, we are delighted to have you here and delighted to hear from you, as you desire.

[The biographical sketch and prehearing questions and answers follow:]

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United States Senate
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
WASHINGTON, DC 20510-6125

STATEMENT FOR COMPLETION BY PRESIDENTIAL NOMINEES

(If more space is needed, please use attached REMARKS sheet)

A. BIOGRAPHICAL DATA

1. Name: Hsu (Last) Ming (First) Chen (Maiden Name) (Other)

Address: 26 Mohawk Trail (Current residence) None (Business)
Westfield, NJ 07090

2. Position to which nominated: Federal Maritime Commissioner
Date of nomination: 4/22/90

3. Date of birth: 9 (month) 14 (day) 1924 (year)
Place of birth: Beijing, China

4. Marital status: Married
Full name of Spouse: F. Richard Hsu

5. Names and ages of children: Victoria W. Hsu, 44

6. Education:

Institution	Dates attended	Degrees received	Dates of degrees
George Washington University	2/47 - 2/49	B.A.	2/49
Government & Public Affairs	Magna Cum Laude, Phi Beta Kappa		
	Major: Interantional Relations		
Candidate for Ph.D. (Completed all course requirements, passed Ph.D.			
oral examination - Major: International Law - New York University,			
Graduate School of Arts & Science			

7. Employment record: List all positions held since college, including the title or description of job, name of employer, location of work, and dates of inclusive employment.

From	To	Name of employer	Address	Type of work
8/52	5/53	Compton Advertising,	New York, NY	Market Research Analyst
5/53	4/82	RCA Corporation,	New York, NY	Held a variety of positions in areas of International Trade & Marketing. Last position held was Vice President, International Trade Relations.
4/82	1/90	State of New Jersey,	Newark, NJ	Served as Director of the New Jersey Division of International Trade and as the Governer's Special Trade Representative.

8. Government experience: List any experience in or direct association with Federal, State, or local governments including any advisory, consultative, honorary or other part-time service or positions.

Member, New Jersey Advisory Committee, U.S. Commission on Civil Rights, 1978-1982

Defense Advisory Committee on Women In The Services, 1989 to present

National Commission On The Observance of International Women's Year, 1976 - 1977

Secretary of Commerce's Advisory Committee on East-West Trade, 1977 - 1980

Secretary of Commerce's EXPORT NOW Advisory Committee, 1987 - 1989

Special Trade Representative's Policy Advisory Committee on Trade in the Services, 1980 - 1982.

9. Political affiliations activities: List all memberships and offices held in or financial contributions and services rendered to all political parties or election committees during the last 10 years.

Member, New Jersey Steering Committee, "Bush for President" in 1980 (financial contribution - $1,000)

"Friends of Tom Kean" (financial contributions - $1,000 in 1985, $800 in 1987, $800 in 1989)

10. Memberships: List all memberships and offices held in professional, fraternal, scholarly, civic, charitable, and other organizations.

Member, National Women's Political Caucus

Former Member, Women's Equity Action League

Former Trustee, The Newark Museum, Newark, New Jersey

Former Member, New Jersey Advisory Council of Channel Thirteen/WNET

11. Honors and awards: List all scholarships, fellowships, honorary degrees, honorary society memberships, and any other special recognitions for outstanding service or achievement.

Fellowships & Honorary Degrees: Penfield Fellow For International Affairs Diplomacy and Belle-Letters, New York University, 1950

LLD, Ramapo College, New Jersey, 1988

LLD, Kean College, New Jersey, 1989

Alumni Achievement Award, The George Washington University, Washington, DC, 1983

Honorary Societies: Phi Beta Kappa, Pi Gamma Mu, Mortor Board, Who's Who in American Colleges and Universities. Awards: (See attached)

12. Published writings: List the titles, publishers, and dates of books, articles, reports, or other published materials you have written.

"Enabling Instruments of the United Nations" - Carnegie Endowment for International Peace, 1950

"Arbitration Clauses in Multiportile Treaties", The Arbitration Journal, 1952

"Suggested Amendments to the United Nations Charter," part of a larger study made by the Brookings Institute in 1951.

Part A - Section 11

AWARDS:

Special Award by the Women's Equity Action League (WEAL)-1978

Woman of the Year Award, Asian-American Professional Women's Association - 1983

Woman of Achievement Award, New Jersey Federation of Business and Professional Women - 1985

Career Women's Achievement - Network Achievement Award - 1986

Philbrook Award, Women's Political Caucus - 1989

Woman of Achievement in Government, Douglass College - 1989

New Jersey Pride Award for Economic Development - May 1989

Paul L. Troast Award for Outstanding Public Service, New Jersey Business and Industry - May 1989

Woman on the Move Award, Business Journal of New Jersey - December, 1989

**ANSWERS TO QUESTIONS
SUBMITTED BY THE SENATE COMMITTEE ON
COMMERCE, SCIENCE, AND TRANSPORTATION
PRIOR TO THE NOMINATION HEARING OF
MING HSU
TO THE FEDERAL MARITIME COMMISSION**

1. Why do you wish to serve on the Federal Maritime Commission (FMC)?

First, let me say that my years of public service have been among the most rewarding of my career and that I look forward with the greatest enthusiasm to the opportunity to continue in public service as a Federal Maritime Commissioner. Now is an especially challenging time to serve on the Commission as we are in the midst of a dynamic expansion of international trade and a fundamental reordering of the world economy. In this new global marketplace, shipping, and therefore the Federal Maritime Commission, has a crucial role to play. I hope to put my background and experience to use in improving the vigor and growth of the maritime industry.

2. What skills or experience do you possess that you believe qualify you to be an FMC Commissioner?

From 1953 to 1982, I was employed by the RCA Corporation and held a variety of positions in international trade and marketing. From 1982 to 1990, I served as Director of the New Jersey Division of International Trade and as the Governor's Special Trade Representative. My entire working career has been in the area of international trade and commerce. During this time, I have worked closely with importers and exporters and several port authorities. I have also made extensive trade-related business trips to countries all over the world and have discussed discriminatory trade practices with numerous foreign government officials. I believe that this experience can be well applied to the role of a Commissioner at the Federal Maritime Commission.

3. What goals do you hope to accomplish as a Commissioner at the FMC?

My goal as a Commissioner would be to take an active role in furthering the purposes and policies of the shipping statutes administered by the Commission. This includes providing for a nondiscriminatory and efficient ocean transportation system in U.S. commerce, and protecting shippers and carriers from restrictive practices of foreign governments or carriers which adversely affect U.S. shipping. It also means maintaining a strong enforcement posture to ensure that the progress recently achieved by the Commission in removing malpractices from U.S. trades is maintained.

4. What major issues do you see presently confronting the FMC?

The continued implementation of the Commission's Automated Tariff and Information System ("ATFI") is an extremely important issue presently facing the FMC. The Commission has worked long and hard to reach its present stage in the ATFI process and is well on its way to implementation of a prototype system. If the Commission continues to receive the support of Congress and of future users, the final ATFI system will be a tremendous benefit to the ocean transportation industry.

The Commission will also continue to be involved in the review process for the Shipping Act of 1984. The Commission's Report, required by section 18 of the 1984 Act, was timely submitted to Congress. As soon as the Advisory Commission on Conferences on Ocean Shipping is fully operational, the FMC will be available to participate before it. In addition, the FMC may be called upon to supply staff support for the Advisory Commission. The FMC will also provide whatever assistance Congress requests when it evaluates the impact of the 1984 Act and considers potential improvements to it.

Another important issue, yet one most difficult to predict, is the integration of the European Community in 1992. This may significantly affect the operations of ocean common carriers in the U.S. foreign commerce, particularly U.S.-flag carriers. The Commission must closely monitor these events and be prepared to meet any challenge they may present.

5. What do you see as your role in formulating the policy of the FMC?

The Federal Maritime Commission's responsibility is to administer and enforce Congress' statutory scheme for the regulation of ocean transportation. The policy considerations inherent in this process are primarily those of Congress in enacting these statutes. I do not see the Commission's role as formulating policy, so much as it is carrying out the enforcement and other programs which are designed to effect the statutory objectives. I trust that my own experience and background will prove helpful to the Commission in the performance of these functions.

6. Do you believe that the FMC can play a role in reversing the decline of the U.S. maritime industry in foreign commerce? If so, how?

I believe the Commission can play such a role, albeit indirectly. While the promotional responsibilities for the U.S. merchant marine are entrusted to the Maritime Administration, the FMC's regulatory responsibilities include ensuring that the shipping statutes are properly enforced to prevent commercial malpractices and foreign government trade restrictions that may adversely affect the competitive position of U.S. carriers. The statutory provisions which the FMC can use to guard against foreign government restrictions and protectionism include the Foreign Shipping Practices Act of 1988, section 13(b)(5) of the 1984 Act, the controlled carrier provision (section 9) of the 1984 Act, and section 19 of the Merchant Marine Act, 1920. With these tools, the Commission can maintain or create an environment in which U.S. carriers can compete fairly and effectively, without foreign-imposed disadvantages or artificial obstructions. In such an environment, I believe that the U.S. maritime industry can be expected not merely to survive but to prosper.

7. Do you believe that the FMC possesses sufficient statutory authority with which to address unfair foreign maritime practices?

It appears to me that the Commission has several tools with which to address unfair foreign maritime practices. These include the Foreign Shipping Practices Act of 1988, section 19 of the Merchant Marine Act, 1920, and section 13(b)(5) of the 1984 Act.

To the best of my knowledge, these statutes are sufficient to address situations that arise when foreign governments, foreign carriers, and others take actions that create impediments to fair and orderly trade. In this regard, however, I would note that section 3 of the FMC's authorization bill, H.R. 4009, contains a provision that would update section 19 and conform it in many respects with the Foreign Shipping Practices Act. This provision could make section 19 even more efficient and effective.

STATEMENT OF MING HSU

Ms. HSU. Mr. Chairman and Senator Pressler, I would just like to make a few very brief opening remarks and then would be very pleased to answer any questions you may have.

It is a pleasure for me to be here this afternoon. I am honored to have been appointed by President Bush to be a Commissioner of the Federal Maritime Commission.

I consider this to be an extremely challenging position and, if confirmed, I will do my best to justify the President's trust in me.

As you know, I have been employed in both the private and public sectors and have been involved primarily in the areas of international trade and commerce. Most recently, as Director of the New Jersey Division of International Trade, I had extensive contacts with various foreign governments in an attempt to better promote exports from our State.

I believe that my lifelong experience in international trade will greatly assist me in my responsibilities as a Commissioner.

The next several years are going to be particularly significant at the FMC. There is, of course, the long-awaited review process of the Shipping Act of 1984, which should provide all of us an opportunity to make any necessary improvements to the act. There are developments occurring in the international arena that could have vast repercussions in this country.

In 1992, national boundaries will become much less significant for European nations and a unified Europe may create new challenges as well as opportunities for U.S. commerce.

In addition, the changes in the Soviet Union and other communist nations in Europe will have a considerable impact. We have recently seen a maritime agreement negotiated between the United

States and the U.S.S.R. that could result in an increased presence of Soviet carriers in the United States cross-trades. And we can continue to expect certain foreign governments to create impediments to the fair and orderly conduct of maritime business in their trades with the United States and other countries. I look forward with great anticipation to working with the other Commissioners to address these types of issues.

The significance of our maritime commerce is often overlooked by the general public. However, a liner industry that carries goods valued at over $200 billion obviously affects all of us. The Commission's role in regulating the practices of various interests involved in this industry is of paramount importance to our national well-being.

If fully supported, the Commission can work to insure that all carriers and shippers in our foreign commerce play by the same rules and are treated equally, so that competition and trade can flourish.

I would be pleased now, Senator, to answer any questions you might have.

Thank you.

Senator BREAUX. Thank you very much, Ms. Hsu, for your comments and your statement. Your background in the area of trade, and international trade in particular, is one that is very important. I think many times we see too many nominees that, while they are outstanding citizens with outstanding backgrounds many times their backgrounds have little to do with the position that we sometimes find them nominated for. Regardless of who is in the administration, I have always felt very strongly that it is a disservice to nominate people for positions in which they do not have experience and background.

Your situation is quite the contrary. It is, indeed, in the area of trade.

Let me ask you some general questions, if I might.

Obviously, with the things that are happening in Eastern Europe, indications are that there are several Eastern European nations that are desirous of engaging in trade with the United States.

I am wondering if you have any thoughts with regard to the maritime trade potential with these countries. First of all, do you think we should be trying to do or engage in maritime trade with these nations? Second, if so, how do you think the FMC may be able to be involved in helping to promote it in a fair manner?

Ms. HSU. In answer to the first part of your question, I believe it is always helpful for us to have trade relations with countries whenever we can. I think that helps us politically, diplomatically, and certainly economically, although I do recognize—and Eastern Europe certainly is not in this category—that there are cases in certain parts of the world where it would be politically and morally impossible for us to want to have trade relations with those countries.

In the case of Eastern Europe, I can only name a few of the countries right now in Eastern Europe—and Poland is certainly one of them—that would be in a position to really participate in the maritime business. I would generally think it would be a good

idea for us to trade with them. But, in response to the second part of your question—what can the FMC do—of course, as you know, Senator, we are not in the business of formulating policy. The Commission is there to enforce the statutes that are passed by Congress.

So I personally would say that it would be a good idea to engage in trade, if possible, if beneficial, with the countries of Eastern Europe. I think the role of the FMC would be to insure that we are treated fairly if we do enter into agreements with them and that there are no discriminatory practices that these foreign governments or foreign carriers impose against our shipping. If there are, we must take various measures, using the tools that are given to us by various statutes enacted by Congress, to combat these discriminatory acts and practices.

Senator BREAUX. I would hope that in your capacity as a Commissioner you would look carefully at that area. Many of these new countries, emerging nations as free nations, come from a different background with regard to the government being far more involved in the trading practices of their industries because they are the same as the industries, as far as ownership is concerned.

That, I am sure, is going to present some unique potential, but also some unique problems with regard to trading with companies and shipping companies that previously have been owned by the government. So I think that is something that the FMC will be brought into with regard to any problems with subsidies and other problems that the government is more directly involved in in those countries.

What about the European Economic Community, with integration of the trading practices from that part of the world? How do you see our trading practices with the EEC after 1992, when they perhaps will have much greater integrated ocean trading practices as a united community?

Ms. HSU. Well, of course, it is difficult to predict right now exactly how the integration of Western Europe will really affect U.S. trade, U.S. shipping.

In general, I would say that we should be optimistic because the purpose of the Economic Community in eliminating tariffs among themselves is to liberalize trade and to make trade freer. So, generally, that should be good for the United States as well as for other countries.

However, in their efforts to unify that community, we will have to see whether that unification is solely for the benefit of the European partners of this Community, and might be detrimental to the United States and other foreign powers who wish to trade and engage in shipping and maritime business with them. It is too early to tell.

On the whole, I think this is an encouraging sign. But I also see potential problems. It may be indeed difficult for us, after they are integrated in 1992 to have access to that market. That applies to products, as well as to the maritime industry. And, in particular, it may be difficult for the U.S. maritime industry, to set up intermodal transportation systems within that European Community.

All I can say is that right now it is really too early to tell. I am aware of the fact that the Commission is having ongoing discus-

sions, both at the Commissioner and at the staff level with the European Community, so that they know more about what we are doing. I think we have more to offer them than they do us. But I think these ongoing discussions are helpful. Hopefully, by the time 1992 comes around, they would have a better understanding of how we operate and we might be able to provide input that might help us in the end.

Senator BREAUX. I appreciate that.

Do you have any position or thoughts about whether maritime trade practices should be part of our GATT negotiations?

Ms. HSU. I support GATT negotiations. But I do not believe that the maritime industry should be part of GATT.

I cannot go into it in detail, but, in general, I believe that if maritime issues become part of GATT, it will hurt the U.S. maritime industry because it will preclude the FMC from applying the various statutes passed by Congress that would give us the authority to restrict or to retaliate or to redress unfair practices that foreign governments and carriers may level against us.

Now, if the maritime industry is made part of GATT, the FMC would lose that power. So I do not favor including the maritime industry in the GATT negotiations.

Senator BREAUX. Thank you for that response.

In general, do you have any feelings with regard to those provisions on the books of our laws in this country with regard to those programs designed to help try to promote the U.S. maritime industry?

Ms. HSU. As you know, Senator, it is the Maritime Administration that has the responsibility to promote the U.S. Merchant Marine. The Commission's job is regulatory.

But I believe that many of the actions that have been taken by the Commission, doing away with malpractices and encouraging industry self-policing in the areas of enforcement and fighting against any foreign discriminatory practices, help the industry, although the Commission is really not in a position to formulate any policy.

Senator BREAUX. I guess what I was trying to get is some type of expression of how do you handle it when you are looking at other countries' programs and practices that we feel discriminate against our industry, when they come back and say to you well, Ms. Hsu, your country has the same type of policies and discriminatory practices against our people who try to trade with your country? What is the proper response that you would give in that area?

Ms. HSU. Well, first of all, I am sure this has been going on in the past and that we would, firstly, discuss the issues very clearly. I mean, what is it that they have done and what is it that they say we also do, so that there is a clear understanding that we are talking about the same thing. Generally speaking, not only in this area but in the entire area of trade, we, the United States, have been put at a disadvantage by foreign countries. They have leveled far more discriminatory policies or practices against the United States than we have ever against them. Basically, we are for free trade, we are for openness, and they tend to be protective, one time or another, for one industry or another.

So, certainly, if there is disagreement, I would favor consultation, and I am sure that that will take place. But I would not hesitate if I feel that we were in the right, to strictly go ahead and use the many tools and statutes that Congress gave us to do away with these unfair practices, regardless of what their excuse might be.

Senator BREAUX. I thank you. I somehow feel that you are going to let your views be known very strongly as a member of the Federal Maritime Commission. I think that that is certainly what the Congress is looking for in the nature of the Commission, to be aggressive, to aggressively enforce the rules and the statutes of this country and to do so fairly, but also to do so very aggressively. I think that is what the industry is looking for and certainly is what the Congress expects.

I have a great deal of confidence in your background certainly being one that allows you to meet those requirements in a very, very adequate fashion and one that will allow you to do an outstanding job.

So I am very pleased that you are the nominee.

The full Committee will meet shortly to approve your nomination. There may be some other questions from some of the other Members who are not here that we will submit to you to respond to.

If there are no other points to be made this afternoon, that will conclude this hearing. I thank you for being with us. We will act on the nomination and your confirmation very shortly.

Ms. HSU. Thank you, Senator.

Senator BREAUX. The Committee will stand adjourned.

[Whereupon, at 2:36 p.m., the Committee adjourned, to reconvene upon the call of the Chair.]

○